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Port of



Sunderland.

1951.

# ANNUAL REPORT

PRESENTED TO THE

## POR T HEALTH AUTHORITY

BY

A. S. HEBBLETHWAITE, M.C., M.B., Ch.B., D.P.H.,  
MEDICAL OFFICER OF HEALTH FOR THE PORT AND BOROUGH OF SUNDERLAND.



# Sunderland Port Health Authority.

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## COMMITTEE :

The Right Worshipful the Mayor

Alderman W. Harvey.

Alderman J. Cohen, J.P., Chairman.

Alderman Miss E. E. Blacklock, Vice-Chairman.

Alderman J. Hoy, B.E.M., J.P.

„ E. Johnston, J.P.

„ W. Miller.

„ T. L. Ridley, J.P.

Councillor Mrs. M. S. Barry.

„ J. Brown.

„ T. M. Carr.

„ Mrs. K. Cohen.

„ J. Fawcett.

„ D. G. Lawson.

„ Mrs. J. Ledger.

Councillor J. N. Lisle.

„ J. A. Smith.

„ P. Spiers.

„ J. Starkey.

„ J. Tweddle.

„ A. Watson.

„ L. Watson.

„ R. T. Weston.

„ J. W. P. Wilkinson.

„ Mrs. M. R. Young.

## CO-OPTED MEMBERS :

Alderman Mrs. J. Huggins, J.P.

Councillor W Wilson.

„ Miss L. Hill.

„ Dr. P. Hickey.

## OFFICERS :

### Clerk to the Authority :

G. S. McIntire, O.B.E., B.A., LL.B., Town Hall, Sunderland.

### Medical Officer of Health :

A. S. Hebblethwaite, M.C., M.B., Ch.B., D.P.H.,

### Deputy Port Medical Officer of Health :

R. S. Thubron, M.B., B.S., D.O.M.S.

### Chief Port Sanitary Inspector :

C. C. Pickering, Cert., R.S.I., Cert., Meat and Other Food Inspector.

### Assistant Port Sanitary Inspector:

E. H. Barnett, Cert., R.S.I.

### Rodent Operator :

C. T. Cawthorne.

### Clerk :

C. R. Hicks, C.I.S., Prelim.

Meetings:—Monthly, on Wednesday in the second week preceding that in which the Council meets, 4-0 p.m.  
Offices of Port Medical Officer of Health and Port Sanitary Inspector:—Corporation Quay, Sunderland.

Office Telephone No.: Sunderland 56178.

# Sunderland Port Health Authority

## ANNUAL REPORT OF THE Medical Officer of Health FOR THE Year ended December 31st, 1951

To the Mayor, Aldermen and Councillors of the County Borough of Sunderland acting as the Port Health Authority of the Port of Sunderland.

I hereby submit my Report of work performed in the Port during the year ended 31st December, 1951, which includes:—

1. The prevention of the importation of infectious disease.
2. The prevention of the importation of rat plague.
3. The carrying out of the terms of the International Sanitary Convention, 1926, particularly in regard to the granting of Deratination and Deratination "Exemption" Certificates.
4. The supervision of the hygiene of crew and passenger accommodation in ships.
5. The inspection of imported food.
6. Various other duties such as smoke abatement and the supervision of the general sanitary condition of the Port Health district.

Figures taken from the River Wear Commissioners' "Return of Trade" of the Port, 1951, show a decrease upon 1950 of 19 vessels and an increase of 23,892 register tons. The increase of coasting trade is 29,779 register tons. The decrease of European trade is 55,553 register tons. The increase of beyond-European trade is 49,666 register tons. The export of coal and coke for 1951 shows an increase of 14,031 tons as compared with 1950, while there are also increases in the export of Petroleum and Benzol, and Sundries.

Imports show an increase in the following commodities:—Timber, Props, Iron Ore, Grain, Petroleum in Bulk, Cement, and Wood Pulp.

Changes which occurred in the Port Health Staff during the year were as follows:

Appointment of Deputy Port Medical Officer of Health, Dr. R. S. Thubron, M.B., B.S., D.O.M.S., 14th January, 1951.

Resignation of Assistant Port Health Inspector, Mr. R. Thursby, 5th May, 1951.

Appointment of Assistant Port Health Inspector, Mr. E. H. Barnett, 29th August, 1951.

### Boarding of Vessels from Foreign.

During the year under review 58 vessels arriving direct from foreign were met immediately on arrival by Officers of the Port Health Authority.

Medical examination of all persons on board was carried out on vessels arriving from African, Eastern European, Egyptian, Eastern Mediterranean, Russian, Suez Canal area, and Asiatic ports.

Vessels arriving from ports in areas other than those enumerated above were visited as soon as practicable during normal working hours.

Although scheduled to arrive from nearer Continental ports, it was considered advisable to meet, on arrival, those vessels which might have called, or had reason to be in the areas mentioned above.

Many of the Masters of vessels arriving only from ports within the "home trade" limits rendered, although not requested to do so, a Declaration of Health: no cases of infectious disease were notified upon these Declarations.

### Variola—Netherlands.

Notification was received from the Tyne Port Health Authority 4th May, that they had received a telegram from the Ministry of Health, London, in which it was stated that an outbreak of Small Pox had occurred in the Netherlands.

A vessel which had arrived from Holland into the Tyne was leaving that Port for Sunderland, and in view of the information received it would be necessary for the vessel to be visited immediately, or soon after arrival in this Port.

No information was given this Authority by the Ministry, the only Official notification of the outbreak was that given in the Ministry of Health Weekly Bulletin, issued 4th May, received 7th May, 1951.

Confidential information of such outbreak was given to H.M. Customs (Waterguard), Pilots, and Harbour Superintendent, with a request that the arrival of any vessel which had been in Port in the Netherlands during the previous four weeks should immediately be notified to this Authority.

All such vessels were visited as soon after arrival as possible and enquiries made as to any cases of sickness which were present, or had occurred during the past few weeks. The Masters of such vessels were also requested to render a Declaration of Health and these measures were complied with until such time as the outbreak was ended, and all Ports in the Netherlands declared to be no longer infected or suspected.

### Prevention of Damage by Pests Act, 1949.

The provisions of the above Act have, during the year, been applied with respect to various premises or areas situate in the Docks and River Area of the Port.

In all instances it has been possible to arrange for the occupier to provide unskilled labour, working under the direct supervision of Officials of the Port Health Authority.

Where Areas were dealt with consultations held with the various Owners or Occupiers of land or premises within the areas have generally resulted in one Owner or Occupier supplying the unskilled labour:—materials for pre-baiting, poison baiting, and post baiting, have been supplied by this Authority and the cost of these materials apportioned among the various Owners or Occupiers.

No Legal difficulty has been encountered and all Owners or Occupiers of premises dealt with have expressed their appreciation of the services rendered by this Authority.

### Work under Articles 19—21 (Deratation of Ships).

This has resulted in the issue of 6 Deratation and 77 "Exemption" Certificates, a total of 83 Certificates, this being a decrease of 4 upon those issued last year.

Financial payments to the Borough Treasurer as a result of work carried out in connection with the examination of vessels, for the purpose of issuing these Certificates totalled:—£252 4s. 0d., a decrease of £30 13s. 0d. upon fees received last year.

Deratation "Exemption" Certificates issued to new vessels built in the port totalled 23 and it was found necessary to fumigate one newly built vessel.

In some instances, suggestions made by the Officers of the Port Health Authority staff for the provision of rat-proofing to various compartments of the vessels were readily carried out by the builders, to whom thanks are due for this measure of co-operation.

Certificates were issued to the Owners or Agents of vessels of the following foreign Nationalities:—Finland 3, France 5, Holland 9, Honduras 1, Norway 5 Panamanian 2, Poland 1, Portugal 2, Sweden 1, Turkey 1.

During the year, records were kept which showed that Deratation or Deratation "Exemption" Certificates had been issued by other Authorities in respect of vessels, which, at the time of fumigation or inspection for the issuing of these Certificates, were either partially or fully loaded.

29 Deratation "Exemption" Certificates were issued where, at the time of inspection the vessels were either partially laden with cargoes of Iron Ore, Coke, Coal, Limestone, Deals, Battens and Boards, Pit Props or General Cargo. It is acknowledged that repressive measures carried out during the past years have resulted in a large decrease in the rat population on vessels, but, I maintain that no Deratation "Exemption" Certificates should be issued unless an adequate inspection of the vessel can be carried out in such circumstances that a full Report of the conditions of the vessel with respect to rat harbourages, etc., can be made.

Considerable difficulty has always been experienced in sighting the Deratisation Certificates on board of small Dutch Vessels arriving in the Port. In many cases it is found that the Master locks these Certificates away or else takes them to his Agents and as the vessels are in the Port only for a few hours constant revisiting is necessary.

The Consul of the Netherlands was therefore requested to assist by notifying the Masters of such vessels that these Certificates must be left on board for inspection.

Difficulty, however, is still being experienced.

**THE PREVENTION OF DAMAGE BY PESTS.**  
**(Application to Shipping) Order, 1951.**

Under the terms of this Order "coastwise" vessels are now subject to periodical inspection for the detection on board of any rats or mice and the issuing of Rodent Control Certificates which certify that the vessel is free from such vermin or that the vessel has been treated in a manner detailed on the Certificate to reduce or eliminate any rat or mice population which were present on board. These measures are similar to those which have been enforced in respect of "foreign" going vessels since 1933.

The following statistics relative to measures carried out under the above Order, from the 1st October, 1951 to 31st December, 1951, have been supplied to the Infestation Control Division of the Ministry of Agriculture and Fisheries:—

	TYPE OF SHIP. as defined by Sec. 2 of the above Order.		
	Sea-Going	Coastal.	Inland
A. I.     Number of Ships entering Local Authority's Area Inspected :—	74  52	523  438	—  —
B. II.    Number of Ships holding current de-ratification or rodent control certificate	133  International	61  International 56 Rodent Control	—  —
C. III.   Number of Ships inspected for rats and mice	98	66	1
D. IV.    Number of Ships found to be infested by rats and mice (a) by inspection (b) by notification	7  —	1  —	—  —
E. V.     Number of infested ships treated (a) by the P.H.A. (b) by other agencies	5  1  (Fumigation)	1  None	—  —
VI.      Number of Notices served under Section 4 of the Act	—	—	—
F. VII.   Number of ships in respect of which rodent control certificates were issued	—	35	1
G. VIII.   Number of International Certificates Issued	13	15	—
IX.     Number of cases in respect of which legal proceedings were taken	None.		

In submitting this information it was pointed out that :—

- (a) Figures at top of column are those supplied by H.M. Customs and Excise (Waterguard), who have a different method of calculating arrivals from "Foreign."
- (b) Included in the 61 International Certificates inspected on board of "Coastal" vessels are Certificates which were issued in respect of vessels which may have made only one voyage to a foreign port within six months of the issue of the Certificate. It is a fact that some Owners prefer to have an International Certificate on board in case the vessel is diverted hurriedly to a port outside of the United Kingdom.
- (c) Included in the 66 "Coastal" vessels inspectd for Rats and Mice are 8 "New" vessels built in the port which were inspected for the purpose of issuing International Certificates. This figure will also include a number of re-visits made to vessels which entered the port on more than one occasion during the three months under review.
- (d) The "Coastal" vessel referred to as being infested carried out trapping during the voyage after traps had been placed on board at the request of this Authority and instructions given by the Rodent Operator as to the proper method of setting, etc Only the Poop of this vessel was infested. Two Black Rats were trapped and no further complaints were received.
- (e) The one "Coastal" vessel is that referred to above. The fumigation carried out on board the 'Sea-Going' vessel was by private contractor working under the supervision of Officers of this Authority.
- (f) There is no doubt that a number of vessels must be carrying more than one Rodent Control Certificate. It frequently happens that the Certificate is locked away on board by the Master and as no fee is prescribed for the issue of these Certificates the Officer in charge requests the issue of a new Certificate in order to be sure that the Regulations are being complied with. The amount of time devoted to re-visits for the purpose of sighting these Certificates must be considerable.
- (g) Included in the 15 "Coastal" vessels which were issued with International Certificates are 8 "New" vessels built in the port which were intended to make International voyages. As these vessels, at the time of inspection had not made a voyage, they must be regarded as "Coastwise."

Much time spent in re-visits for the purpose of sighting Rodent Control Certificates would be saved if it was made compulsory for these Certificates to be displayed in an easily accessible position on board the vessels. Enquiries were made as to any infestation and/or Rodent Control Certificates examined on board of 242 vessels and in many instances it was necessary to make two or more visits to the vessels before the Certificates on board could be inspected. It has been found from past experience that any work carried out by this Authority for which no charge has been made, has never been appreciated or valued, and as no charge is made for Rodent Control Certificates the same conditions apply.

I would, therefore, suggest that a scale of prescribed fees comparable with those at present operating in the case of International Deratation Certificates be brought into operation.

Most of the "Coastal" trade in this port is of the "Collier" type of vessels which are frequently loading for London or South Coast Ports and very little evidence of infestation is ever found.

### Seaham Urban District Council..

During the year one Deratation "Exemption" Certificate was issued under the Agreement entered into by the Seaham Urban District Authority and the Sunderland Port Health Authority, whereby Deratation Certificates after fumigation and Deratation "Exemption" Certificates after examination, could be issued by the Port Health Authority of Sunderland.

### Co-operation with Local Fire Services, Etc.

In every case where a vessel is being subject to fumigation by H.C.N. or S.O<sub>2</sub>. the following information is given to the Harbour Master, River Wear Police, and the Superintendent of the County Borough of Sunderland Fire Brigade:—

- Name of Vessel and where berthed.
- Amount of Cargo, where stowed, if any.
- Time of commencement of operation.
- Time vessel is sealed up.
- Any heavy concentration of H.C.N. in particular compartments of Vessel.
- Time of opening up.
- Time that vessel will presumably be free from Gas.

In consultation with the Harbour Authorities it has been agreed that where H.C.N. is being employed and such Gas is present during the hours of darkness a red light shall be prominently displayed on board.

### Foreign Fishing Vessels.

5 Foreign fishing vessels arrived at the Fish Quay during the year, totalling 90 net register tons. This is a decrease compared with 16 vessels of the previous year. There were no major sanitary defects in these visiting fishing vessels.

### Removal of Refuse.

The modified scheme approved by the Committee continues to be operated and is proving satisfactory.

#### 1. Pure Galley Waste:

This will continue to be collected by private contractor as at present, otherwise it will be dealt with as in 2 below.

#### 2. Ashes, Tins, Bottles, whether mixed with small quantities of Galley Waste or not:

If this constitutes a nuisance under the Public Health Acts, then it is to be removed upon Notice from the Port Health Authority and at the cost of the Ship Owner by private contractor.

#### 3. Large Quantities of Refuse:

To be removed under special arrangement to be made by Agent of Vessels as at present, e.g., by private contractors.

During the year, upon representations made by Officers of this Authority to Marine Superintendents or Agents of the Vessels concerned, refuse was dealt with on board of 23 Vessels which had been in the port for periods of one week to three months.

**NUMBER OF VESSELS IN THE PORT DURING THE YEAR, 1951.**  
**HAVING AN ACCUMULATION OF VEGETABLE AND OTHER REFUSE ON BOARD**  
**CAUSING A NUISANCE.**

Name of Vessel.	Date of Arrival	Lying at Buoys, Quays, etc.	Nature of stay in Port: Discharging, Loading, Repairing, etc.	Number of Personnel.	Nationality	Approximate stay in Port
M/V Rubystone ...	1/1/51	Whites' Tier Buoys	Extensive Repairs	15 Europeans 21 Chinese 2 /P.	{ British	12 weeks
S/S Moses Gay ...	29/1/51	Wearmouth Staiths	Loading	32	British	4 days
S/S Polcirkeln ...	8/2/51	East Quay	Discharging	29	Swedish	8 days
S/S Etal Manor ...	9/2/51	South Dock (Staiths)	Loading	32/ 1 Stowaway	{ British	4 days
S/S Samuel Very...	12/2/51	Lambton Staiths	Loading	30	British	5 days
S/S Cornwood ...	19/2/51	Austin's Quay	Extensive Repairs	27	British	6 weeks
S/S Sherwood ...	5/3/51	Austin's Quay	Extensive Repairs	17	British	12 weeks
S/S Costello Tanifa	7/3/51	13 Tier Buoys	Loading	34	Spanish	4 days
M/V Rubystone ...	21/3/51	East Quay Buoys	Extensive Repairs	16	British	10 days
S/S Jan ... ...	5/4/51	South Dock (Staiths)	Loading	22/1P.	Norwegian	3 days
S/S Hoogland ...	16/4/51	Rack Tier Buoys	Loading	21	Dutch	3 days
S/S Messerett ...	23/4/51	Grain Warehouse	Discharging	39/3P.	Turkish	8 days
M/V Rolla ...	24/5/51	East Quay	Discharging	30/1P.	Belgian	10 days
S/S Pencarrow ...	7/7/51	South Dock (Staiths)	Loading	24 Europeans 13 Coloured 2 Passengers	{ British	12 days
S/S Wallsend ...	19/7/51	South Dock (Staiths)	Loading	32/2P.	British	5 days
S/S Noemi ...	1/8/51	East Quay	Discharging	35/1P.	British	10 days
M/V Drakensburg Castle ...	27/8/51	Corporation Quay	Discharging	54	Union of South Africa	6 days
S/S Gouee ...	3/9/51	South Dock (Staiths)	Loading	28/2P.	Dutch	5 days
S/S Margarita Chandris ...	13/9/51	East Quay	Discharging	33	Greek	9 days
S/S Leognan ...	2/10/51	South Dock (Staiths)	Loading	30	French	5 days
S/S Braywood ...	5/10/51	Austin's Pontoon	Extensive Repairs	20	British	21 days
S/S Mars ...	16/10/51	East Quay	Discharging	32	Norwegian	7 days
S/S Grelrosa ...	22/10/51	Corporation Quay	Discharging	32 Europeans 8 Arabs	{ Cardiff	8 days
S/S Tintern Abbey	14/11/51	Corporation Quay	Loading	25	Cardiff	9 days

P—Passengers.

### Sanitary Accommodation at The Port.

The amount of sanitary accommodation available at the Port is sufficient for present day needs, but, it must be confessed that some of this accommodation is old, and judged by modern standards far from being satisfactory.

The policy of reconstruction where necessary was decided upon during the enquiry held by the Dock Labour Corporation, 1948, and I am pleased to Report that one of the urinal and water closets then complained of as being insanitary has now been reconstructed.

The sanitary conveniences situated at the East and West of the Corporation Quay are now during the hours of darkness sufficiently lighted.

There still remains one urinal fitted with stone slabs which are limewashed periodically; the stone has a fair amount of scale present, and the urine lodges in all these crevices, with the result that during warm weather the smell of stale urine is obnoxious, in addition the water closets provided in this building are of the old trough type, and owing to insufficient flushing the same type of nuisance is present.

It is hoped that this particular building will be reconstructed in the near future.

### River Pollution.

In May a request was received that a Report be submitted with regard to any oil observed on the waters of the Port.

Very little pollution of this nature was present at the time but later a fairly large amount of oil was deposited on the beaches, that to the north, resulting in a number of complaints from persons using the beach during warm weather.

The removal of the bulk of this oil was carried out by manual labour—the north beach was raked by hand, and the accumulated sand and oil removed by lorry to one of the Corporation Refuse Tips.

It has been assumed from the large amount of oil deposited at that time along a stretch of coast almost fifteen miles to the north that the source of the contamination was probably the breaking up of a vessel which had been sunk during the war years.

### Sewer Outfall—Lambton Staiths.

A letter complaining of the abominable stench arising from the Sewer outfall at Lambton Staiths was received from the Master of a vessel which is frequently berthed there for loading.

At this particular berth it is often necessary to moor the stern of the vessel immediately opposite the sewer outfall and during warm weather the smell is so bad that all portlights have to be firmly screwed down resulting in acute discomfort to the crew.

The sewer mouth was reconstructed some years ago and at present the matter has been referred to the Borough Engineer with a view to some action being taken to mitigate the nuisance.

## WATER SUPPLY.

The supply of wholesome and pure drinking water to vessels has become the subject of concern to the Ministry of Transport and the Port Health Authorities. Following upon an interview with an Official of the Ministry of Transport a survey was made of the hydrants used for supplying drinking water to vessels in the Port.

With regard to the Docks Area it was found that many of these hydrant chambers were old, dilapidated, and dirty.

Many of the chambers are constructed of loose brick, some are situated in depressions of the ground which allows foul water to flow into the chambers and it should be borne in mind that many are placed only a few feet from the edge of the quay and are thus liable to occasional contamination from soil pipes on board of vessels lying alongside.

Though in almost all cases loose metal caps are provided which it is intended shall be placed over the screw ends of the hydrant pipes when not in use for supplying water, it was found during the inspection that not one of these caps had been replaced in position and in the majority of the pipes foul water was present.

It is the practice of the man employed by the River Wear Commissioners to flush these pipes before connecting up to the hose, but in many instances this flushing results in the chambers being flooded and thus any contamination from soil pipes on vessels or may be micturition by individuals is released from the soil or surface of the ground into the chambers by percolating through the loose brickwork or flowing over the chamber tops.

One hydrant chamber particularly liable to contamination from soil pipes, etc., being discharged from vessels lying at the quay has been dealt with but the work carried out cannot be considered satisfactory.

Upon the condition of these hydrant chambers being drawn to their attention, Representatives of the River Wear Commissioners and the Sunderland & South Shields Water Company together with the Chief Port Health Inspector and myself, made a survey of the hydrants situate in the Docks Area on 25th May, 1951.

The Water Company Representatives agreed that in many instances the chambers require re-building and new covers fitting.

They further stated that:—"The question of keeping the hydrants in a clean condition presents some difficulties. The hydrants cannot be raised or they would obstruct the normal workings of the dock. If the pits were made watertight they would always stand full of water. Each hydrant must be treated in a manner suitable to its location but in many cases it is suggested that a watertight chamber connected to a soakaway would be the best compromise. The lid should be reasonably tight.

To ensure purity of the supply when ships are watered, a strict drill should be established on the following lines:—

1. The outlet of the hydrant should be wiped with a rag soaked in Chloros, Domestos, or some other solution containing chlorine.
2. A quantity of the chlorinated solution should be poured round the hydrant outlet.
3. The standpost and hoses should be attached.
4. A small quantity of water should be discharged to waste through the hose before watering commences.

Caps on the hydrant outlets should not be necessary if the hydrant lids fit well as they might introduce an additional risk of contamination."

Further consultations resulted in an agreement that most of the recommendations from this Authority should be carried out, and up to-date, two of the old chambers have been re-constructed; it is intended that the remainder of the work necessary to bring these chambers up to a modern hygienic standard shall be completed as early as possible.

## FOREIGN HAY &amp; STRAW ORDER, 1912.

## DISEASES OF ANIMALS ACT, 1950.

In February, approximately 500 Tons of Straw were imported under a Special Licence issued by the Ministry of Agriculture & Fisheries.

Telephone enquiries were made to the Offices of the Ministry at Durham, and after the Officials had made further enquiries at the London Office of the Ministry, it was decided that Officers of this Authority should, on behalf of the Ministry, enforce the applicable provisions of the Licence.

Instructions were issued for all residue deposited on the quay during the discharge of the vessel to be collected and burnt under the supervision of your Officers.

Visits were also made to the Ford Paper Mills, receivers of the cargo, to ensure that the terms of the Licence applicable to such receivers were being carried out.

## Dangerous Drugs.

A number of applications for permission to procure Dangerous Drugs were received from Masters of Foreign Owned Vessels during the Year.

Enquiries made have shown that in some instances unauthorised persons have undertaken to supply such drugs and a very careful check is now maintained to ensure that such supplies comply in all respects with the terms of the Dangerous Drugs Acts.

The position arising in those cases where the Owners of the Foreign Owned Vessels building in the Port import from the Country where the vessel will eventually be registered, such drugs and medical equipment, including first aid kits for lifeboats which generally contain "Omnopon." as are required for use on board, is one of uncertainty. It has been the practice in this Port to request the Master to forward a written application covering such Dangerous Drugs as are known to have been so imported, but, it is not always possible to ascertain with any degree of accuracy the exact quantities of these drugs. Lifeboat Kits are generally 'sealed' and very little information is available as to the exact amount of drugs contained in them or in the medicine chest.

The position appears to need some clarification and I suggest that it should be made compulsory for a complete list of all Dangerous Drugs so imported to be deposited with the Port Medical Officer and his permission obtained before they are actually placed on board.

## Co-operation with Ministry of Agriculture and Fisheries.

Under arrangements made between the above-named Ministry and this Authority, the officers of this Authority have, on various occasions, supervised the fumigation of vessels with H.C.N., where such fumigations have been carried out to comply with the requirements of the Ministry of Agriculture and Fisheries (Infestation Division).

Advantage is taken of the fact that a new Deratation Certificate is being issued at this port, and that it is intended to carry out deratation measures. In these circumstances the officers of the Ministry arrange for a concentration of Cyanide to be used which will also eliminate all insect life present in the vessel.

Instructions are also issued for the sweeping of bulkheads and re-stowage of any dunnage prior to fumigation, and your officers actively insist in seeing that these requirements are complied with before fumigation commences.

Officers of the Infestation Division have stated that they are grateful for the co-operation extended to them by this Authority, whose staff are always willing to assist whenever necessary.

## V.D. Clinic.

Accommodation is provided at the docks for the examination and treatment of sea-faring patients who do not attend at the Royal Infirmary.

Equipment of the Docks Clinic is complete, and everything is available for diagnosis and treatment of patients.

### Port Welfare Committee.

Port or Regional Welfare Committees, under the direct supervision of the "Merchant Navy Welfare Board," are provided for in the reconstitution of the Port Welfare Committees.

The "Merchant Navy Welfare Board" is established in London, and consists of twenty-eight members: eight representatives from Shipowners, eight representatives from the Seafarers' Unions and Associations, eight representatives from the Voluntary Societies concerned with seafarers, and four representatives from the appropriate Government Department or Departments. These latter are: Ministry of Labour and National Service, Ministry of Transport, Ministry of National Insurance, and Colonial Office.

A representative from the Port Health Authority has been elected as a member of the Local Port Welfare Committee. This will do much to improve the co-operation which has been extended to this Authority by the other Departments whose representatives are also members of this Committee.

### Launch Facilities.

The Sunderland Port Health Authority do not possess any launch; arrangements, however, have been made with the concurrence of the River Wear Watch Commissioners and the Chief Constable, Mr. G. H. Cook, for the launch of the River Wear Police to be placed at the disposal, in certain circumstances, of the Officers of the Port Health Authority. These arrangements include the conveyance of the Port Health Authority Officers to vessels lying at the buoys in the river when such vessels have arrived from an infected or suspected port or area, and the removal of any cases of sickness, including Infectious Disease, from any vessel lying at the river buoys, to a suitable landing place on shore where an ambulance could be waiting. Where a case of Infectious Disease is landed by launch, the launch would be disinfected as soon afterwards as possible.

It must be borne in mind that these arrangements are subject to the exigencies of the River Police Service, and that at some time the launch may not be available, being engaged on police duties.

Until such time as a launch is provided for the exclusive use of the Port Health Authority, the arrangements enumerated above will have to serve.

### THE PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937.

For some considerable time it has been the contention of the Local Manager of a firm whose vessels arrive fairly regularly from foreign and coastwise that this Authority had no right to inspect any cargoes of foodstuffs which had arrived from another British port.

Finally a letter was received from the Manager in which he stated "Our interpretation of this Regulation is that, whilst we fully agree that it refers to the Importation of Foodstuffs, it does not refer to goods, outside of Customs Charge, and removed coastwise.

Under the heading 'Article of Food' which reads 'means an article of Food whether overseas or not, etc.,' this may give the impression that all foodstuffs are covered by this Regulation but, we respectfully submit that, this refers to Imported Food, Imported Food transhipped under Sealed Hatches and in Customs Charge from one United Kingdom port to another and to cover the possibility of Foodstuffs exported from the country and re-imported on some future occasion."

Three weeks later a further letter was addressed to me stating "we shall be obliged if you will kindly submit this matter to the Ministry of Health or the Commissioners of Customs & Excise for a final ruling."

The Town Clerk addressed the following letter to the Ministry of Health, 17th February, 1951.

County Borough of Sunderland.

Town Hall,

Sunderland.

DS/MF/H.50.

17th February, 1951.

**The Public Health (Imported Food) Regulations, 1937.**

Sir,

A Steam Shipping Co., import, inter alia, foodstuffs from one port of the United Kingdom to another, including Sunderland. The Local Manager is disputing the right of inspection of these foodstuffs by the Medical Officer of Health, as he contends they are not arriving from foreign. I quote the following passage from his letter of the 10th January, 1951.

"Our interpretation of this Regulation is that, whilst we fully agree that it refers to the Importation of Foodstuffs, it does not refer to goods, outside of Customs charge, and removed Coastwise. Under the heading "Article of Food" which reads "Means, an article of Food whether oversea or not, etc," this may give the impression that all foodstuffs are covered by this Regulation, but, we respectfully submit that, this refers to Imported Food, Imported Food transhipped under Sealed Hatches and in Customs charge from one U.K. Port to another and to cover the possibility of Foodstuffs exported from the Country and re-imported on some future occasion."

Whilst the Regulations are headed as above, Part I of the Regulations is concerned with definitions, which include the following: "Oversea" means brought from a place situate elsewhere than in the British Islands; "article of food" means an article of food whether oversea or not which, as part of the cargo of a ship or aircraft is brought to, or delivered or landed at a place within England or Wales either as a place of actual or appointed destination or as a place of deposit for the purpose of transmission to a place of actual or appointed destination elsewhere in the British Islands.

"Importer" includes any person who, whether as owner, consignor or consignee, agent or broker, is in possession of or in anywise entitled to the custody or control of any article of food; and "import" shall be construed accordingly;

These three definitions, in my opinion, indicate that the Regulations are not confined to articles brought from oversea to the exclusion of coastwise trade because

- (a) In the definition of "article of food" the words "whether oversea or not" must have been inserted for some purpose namely to catch the coastwise trade.
- (b) The word "oversea" does not appear in Part II of the Regulations, but under Part III which specifically deals with Oversea Meat and Meat Products.

Articles 6 & 7 (1) read as follows:—

6. A person shall not import into England or Wales for sale for human consumption any article of food which has been examined by a competent authority and not found at the time of examination to be fit for human consumption or any article of food in the manufacture or preparation of which any such article as aforesaid has been used.

7. (1) The Medical Officer of Health may examine any article of food which has been landed within the district and where the circumstances, in his opinion, so requires, he may examine an article of food while it is on board a ship within the district or after it has been delivered overside and before it has been landed.

Part II in which these articles appear is headed "All Food" and Article 7 (1) it will be noted uses the words "LANDED in the district"—had the word 'imported' been used instead of 'landed' I still think that the definition of 'importer' and 'import' is so drawn to permit of examination of food brought coastwise.

In short my view is that food brought coastwise is subject to examination by the Medical Officer of Health; furthermore much can happen to a cargo of food by contamination or deterioration whilst in coastwise transport and if we could not inspect this, then there appears to be some loophole in the Regulations.

The Company have asked for a ruling from your Ministry to confirm the Local ruling, and I shall be pleased to have the views of the Ministry in the matter.

I am, Sir,

Your obedient Servant,

(Sgd,) G. S. McINTIRE,

Town Clerk.

The Secretary,

Ministry of Health,

Whitehall,

London, S.W. 1.

The reply received from the Ministry of Food, Food Hygiene Division, was as follows.

MINISTRY OF FOOD.

Food Hygiene Division,  
4 Clarence House,  
Regents Park,  
London, N.W. 1.

FH/402.  
DS/MF/H.50.

8th March, 1951.

Sir,

**The Public Health (Imported Food) Regulations, 1937 and 1948.**

I am directed by the Minister of Food to refer to your letter of the 17th February, in which you ask for the opinion of the Ministry as to whether food brought coastwise from one port in this country to another is subject to inspection by the Medical Officer of Health under Part II of the Public Health (Imported Food) Regulations.

You will appreciate, of course, that except in so far as it is necessary for him to do so for the purpose of discharging duty laid upon him by regulations, the Minister has no authority to interpret regulations but this function is the prerogative of the Courts. Subject to this, however, it is the Ministry's view that food landed from coastwise shipping is subject to inspection under the provisions of Part II of the Imported Food Regulations for the reasons which you have stated in your letter.

The position would appear to be more readily apparent if the full definition of "article of food" and "import" is written out, substituting for "oversea" in the former its full defined meaning and substituting for "article of food" its full defined meaning. These full definitions should then be applied when construing regulations 6 and 7.

I am, Sir,

Your obedient Servant,  
(Sgd.) W. J. B. HOPKINSON

The Town Clerk,  
County Borough of Sunderland,  
Town Hall,  
Sunderland.

Thus there appears to be no doubt that food landed from Coastwise Shipping is subject to inspection under the provisions of Part II of the Imported Food Regulations.

**Co-operation.**

I wish to record my thanks for the valuable and willing assistance given to the Port Health Authority by H.M. Collector of Customs and his staff, the Officers of the River Wear Commissioners, H.M. Coastguard, Sunderland Pilotage Authority, River Wear Police, and Shipping Agents.

Port Health Authority Offices,  
Corporation Quay, Sunderland.  
June, 1952.

A. S. HEBBLETHWAITE,  
Port Medical Officer of Health.

## I. AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR, 1951.

TABLE A.

	Number	Tonnage	NO. INSPECTED		Number reported to be Defective	Number of Vessels on which defects were found & reported to Ministry of Transport Surveyors	Number of Vessels on which defects were Remedied	Number of Vessels reported as having, or having had, during the voyage infectious disease on board
			By the Medical Officer of Health	By the Sanitary Inspector				
<b>FOREIGN.</b>								
Steamers ...	155	234,348	18	132	20	16	Nil.	1
*Motors ...	114	124,002	17	109	13	8	—	—
Sail ...	—	—	—	—	—	—	—	—
Fish ...	1	15	—	3	—	—	—	—
Total Foreign ...	270	358,365	35	244	33	24	Nil.	1
<b>COASTWISE.</b>								
Steamers ...	1,354	1,039,247	1	1,169	57	56	Nil.	4
*Motors ...	675	293,857	2	579	11	8	—	2
Sail ...	—	—	—	—	—	—	—	—
Fish ...	—	—	—	15	—	—	—	—
Total Coastwise ...	2,029	1,333,104	3	1,763	68	64	Nil.	6
Total Foreign and Coastwise ...	2,299	1,691,469	38	2,007	101	88	Nil.	7

\* Includes mechanically propelled vessels other than Steamers.

The following figures show the number of vessels of each nationality inspected :—

BRITISH	...	...	...	...	...	...	...	...	...	...	...	...	1,688
UNION OF SOUTH AFRICA	...	...	...	...	...	...	...	...	...	...	...	...	1
BELGIAN	...	...	...	...	...	...	...	...	...	...	...	...	1
COSTA-RICAN	...	...	...	...	...	...	...	...	...	...	...	...	2
DANISH	...	...	...	...	...	...	...	...	...	...	...	...	20
DUTCH	...	...	...	...	...	...	...	...	...	...	...	...	99
FINNISH	...	...	...	...	...	...	...	...	...	...	...	...	22
FRENCH	...	...	...	...	...	...	...	...	...	...	...	...	15
GERMAN	...	...	...	...	...	...	...	...	...	...	...	...	29
GREEK	...	...	...	...	...	...	...	...	...	...	...	...	3
HONDURAS	...	...	...	...	...	...	...	...	...	...	...	...	1
ISRALEAN	...	...	...	...	...	...	...	...	...	...	...	...	2
ITALIAN	...	...	...	...	...	...	...	...	...	...	...	...	1
NORWEGIAN	...	...	...	...	...	...	...	...	...	...	...	...	56
PANAMANIAN	...	...	...	...	...	...	...	...	...	...	...	...	8
POLISH	...	...	...	...	...	...	...	...	...	...	...	...	1
PORTUGESE	...	...	...	...	...	...	...	...	...	...	...	...	4
SPANISH	...	...	...	...	...	...	...	...	...	...	...	...	3
SWEDISH	...	...	...	...	...	...	...	...	...	...	...	...	48
TURKISH	...	...	...	...	...	...	...	...	...	...	...	...	2
YUGO SLAVIAN	...	...	...	...	...	...	...	...	...	...	...	...	1
												Total	2,007

## II. CHARACTER OF TRADE OF PORT.

TABLE B.

(a). Passenger Traffic during 1951.

The Port of Sunderland is not an accredited Alien's Port, therefore, no passenger traffic exists.

A small number of passengers, in all 84; did, however, disembark during the year, most of whom were examined by the Port Medical Officer of Health before being allowed to land. In addition, all Stowaways were medically examined. 234 passengers, either inward or outward were recorded on vessels at time of boarding. In some cases these passengers were members of the families of the Masters and Officers of the vessels concerned..

Passenger Traffic, 1951.

Total Number of Alien Passengers	Total Number of British Passengers	No. of Alien Seamen under Contract to join Ships in British Waters	Stowaways	Total Number of Passengers	Total
Landed ... 48	Landed ... 36	312	6 Aliens	Landed ... 84	183
Embarked ... 49	Embarked ... 50		1 British	Embarked ... 99	

The above figures supplied by the courtesy of Mr. T. Yeldham, H.M. Immigration Officer.

## (b). Cargo Traffic.

## Principal Imports :—

Timber	...	...	...	...	...	...	...	...	6,938	Tons.
Props	...	...	...	...	...	...	...	...	19,547	"
Chrome & Manganese Ores									3,866	"
Iron Ore	...	...	...	...	...	...	...	...	182,391	"
Grain	...	...	...	...	...	...	...	...	26,476	"
Esparto Grass	...	...	...	...	...	...	...	...	14,039	"
Sugar	...	...	...	...	...	...	...	...	3,473	"
Petroleum in Bulk	...	...	...	...	...	...	...	...	169,641	"
Cement	...	...	...	...	...	...	...	...	35,479	"
Wood Pulp	...	...	...	...	...	...	...	...	3,885	"
Sundries	...	...	...	...	...	...	...	...	47,012	"

## Principal Exports :—

Coal & Coke	...	...	...	...	...	...	...	3,045,704	Tons.
Machinery	...	...	...	...	...	...	...	8,179	"
Petroleum and Benzole	...	...	...	...	...	...	...	74,513	"
Grain	...	...	...	...	...	...	...	6,623	"
Sundries	...	...	...	...	...	...	...	10,413	"

During the year 1951, the total number of vessels cleared from the port was 2,408, a decrease of 19 vessels on that of the preceding year.

Those engaged in the Coasting Trade numbered 1,899, and in the European Trade 460, while 49 were trading beyond Europe.

The register tonnage of the vessels amounted to 1,853,528 register tons, compared with 1,829,636 register tons in 1950, an increase of 23,892 register tons.

	1951		1950		1951	1950	1951
	Vessels	Reg. Tons	Vessels	Reg. Tons			
Coasting Trade	...	1,899	1,308,940	1,894	1,279,161	70.6	69.9
European	...	460	376,201	501	431,754	20.3	23.6
Beyond Europe	...	49	168,387	32	118,721	9.1	6.5
Total Trade	...	2,408	1,853,528	2,427	1,829,636	100.0	100.0
							770

The particulars of these Ships, as regards tonnage, are seen in the following table:—

Under 150 Tons Net Register							1951	1950	Increase	Decrease		
							No. of Vessels.					
150 and under	250	...	...	...	...	...	351	437	—	86		
250	350	...	...	...	...	...	331	318	13	—		
350	500	...	...	...	...	...	171	175	—	4		
500	750	...	...	...	...	...	272	311	—	39		
750	1,000	...	...	...	...	...	321	230	91	—		
1,000	2,000	...	...	...	...	...	302	278	24	—		
2,000	3,000	...	...	...	...	...	567	580	—	13		
3,000	4,000	...	...	...	...	...	28	31	—	3		
4,000	5,000	...	...	...	...	...	26	30	—	4		
5,000 and upwards		...	...	...	...	...	22	17	5	—		
		...	...	...	...	...	17	20	—	3		
						Total	2,408	2,427	133	152		

The above Table shows, in comparison with 1950, a decrease of 86 vessels under 150 tons; an increase of 13 vessels 150—250 tons; a decrease of 4 vessels 250—350 tons; a decrease of 39 vessels 350—500 tons; an increase of 91 vessels 500—750 tons; an increase of 24 vessels 750—1,000 tons; a decrease of 13 vessels 1,000—2,000 tons; a decrease of 3 vessels 2,000—3,000 tons; a decrease of 4 vessels 3,000—4,000 tons; an increase of 5 vessels 4,000—5,000 tons; a decrease of 3 vessels 5,000 tons upwards.

(Taken from the River Wear Commissioners' "Return of the Trade of the Port of Sunderland for the year ending 31st December, 1951," by the courtesy of Mr. A. H. J. Bown, General Manager and Clerk).

(c). Foreign Ports from which Vessels Arrive.

Aden	...	...	...	...	...	...				
Algeria	...	...	...	...	...	...	Algiers, Arzew, Bona, Djidjelli, Nemours, Oran.			
Australia	...	...	...	...	...	...	Fremantle, Geraldton.			
Balearic Islands	...	...	...	...	...	...	Palma.			
Belgium	...	...	...	...	...	...	Antwerp, Ghent, Nieuport, Ostend.			
Canada	...	...	...	...	...	...	Montreal, Quebec, St. John, N.B., Three Rivers, Vancouver.			
Cuba	...	...	...	...	...	...	Boca Grande.			
Cyprus (British)	...	...	...	...	...	...	Morphou Bay.			
Dahomey (French)	...	...	...	...	...	...	Kotonu.			
Denmark	...	...	...	...	...	...	Aalborg, Aarhus, Brande Gro., Copenhagen, Elsinore, Esbjerg, Frederikshavn, Frederikssund, Hirtshals, Kyndby, Nykobing, Odense, Skive, Struer, Sundby.			
Dominican Republic	...	...	...	...	...	...	Barahona.			
Egypt	...	...	...	...	...	...	Alexandria, Port-Said, Suez.			
Eire	...	...	...	...	...	...	Drogheda, Dublin, Limerick.			
Faroës	...	...	...	...	...	...	Thorshavn,			
Finland	...	...	...	...	...	...	Abo, Alholmen, Hamina, Hango, Haukipudas, Helsinki, Ijo Roytta, Jacobstad, Kasko, Kemi, Kotka, Mantyluoto, Pateniemi, Rafto, Raumo, Toppila, Vasa, Walkom, Yxpila.			

France	...	...	...	...	...	...	...	Bayonne, Bordeaux, Caen, Calais, Cannes, Dielette, Dunkirk, Havre, La Pallice, Marseilles, Paris, Roscoff, Rouen, Sete, St. Brieuc, St. Louis (Rhone).
French Morocco	...	...	...	...	...	...	...	Casablanca.
Germany	...	...	...	...	...	...	...	Brake, Bremerhavn, Emden, Hamburg, Kiel, Lubeck, Nordenham, Rostock, Wismar.
Gibraltar	...	...	...	...	...	...	...	
Gold Coast	...	...	...	...	...	...	...	Takoradi.
Greece	...	...	...	...	...	...	...	Patras, Piræus.
Holland	...	...	...	...	...	...	...	Delfzyl, Dordrecht, Flushing, Maassluis, Middelharnis, Rotterdam, Scheveningen, Terneuzen, Ymuiden, Zaandamn, Zierikzee.
Iran	...	...	...	...	...	...	...	Abadan.
Italy	...	...	...	...	...	...	...	Civitavecchia, Genoa, Leghorn, Naples, Reggio, Salerno, Savona, Spezzia, Venice.
Japan	...	...	...	...	...	...	...	Hakodate.
Kenya Colony	...	...	...	...	...	...	...	Mombasa.
Libya	...	...	...	...	...	...	...	Tripoli.
Malta Island	...	...	...	...	...	...	...	Valetta.
Mauritius Island (British)	...	...	...	...	...	...	...	
Newfoundland	...	...	...	...	...	...	...	Wabana.
Norway	...	...	...	...	...	...	...	Aadalsnes, Arendal, Christiansand, Drammen, Flekkefjord, Fredrikstad, Halden, Haugesund, Horten, Josingfjord, Kragero, Larvik, Narvik, Nord, Statland, Odde, Oplo, Oslo, Porsgrunn, Risør, Sandnes, Sarpsborg, Skien, Steinkjer, Trondheim.
Pakistan	...	...	...	...	...	...	...	Karachi.
Poland	...	...	...	...	...	...	...	Gdansk, Gdynia, Szczecin.
Portugal	...	...	...	...	...	...	...	Lisbon.
Portuguese East Africa	...	...	...	...	...	...	...	Beira, Lourenco Marques.
Senegal (French)	...	...	...	...	...	...	...	Dakar.
Scicily	...	...	...	...	...	...	...	Messina, Palermo, Trapani.
Sierra Leone	...	...	...	...	...	...	...	Freetown, Pepel.
Singapore	...	...	...	...	...	...	...	
Spain	...	...	...	...	...	...	...	Almeria, Bilbao, Cadiz, Gijon, Hornillo Bay, Huelva, Sagunto, Tarragona.
Spanish Morocco	...	...	...	...	...	...	...	Ceuta, Melilla.
Sudan (Anglo-Egyptian)	...	...	...	...	...	...	...	Port Sudan.
Sweden	...	...	...	...	...	...	...	Batskarsnas, Gamleby, Gefle, Gothenburg, Halmstad, Helsingborg, Hernosand, Hudiksvall, Kalmar, Karlsborg, Karlshamn, Karlstad, Karlskrona, Kristinehamn, Lulea, Munksund, Norrkoping, Ockero, Oskarshamn, Otterbacken, Oxelosund, Rundvik, Skutskar, Södertelje, Stockholm, Sundsvall, Torefors, Uddevalla, Västerås.
Tanganyika	...	...	...	...	...	...	...	Dar-es-Salaam
Tunis	...	...	...	...	...	...	...	Bizerta, La Goulette, Sfax, Susa.
Turkey	...	...	...	...	...	...	...	Istanbul, Zonguldak.
Union of South Africa	...	...	...	...	...	...	...	Capetown, Durban, Walvis Bay.
U.S.A.	...	...	...	...	...	...	...	Baltimore MD., Baytown, Tex., Houston, Tex., Lake Charles, La., New Orleans, La., New York, N.Y., Philadelphia, Pa., Port Arthur, Tex., Texas, Tex.
U.S.S.R.	...	...	...	...	...	...	...	Archangel, Kherson, Mesane, Novorossisk, Odessa, Onega.

Venezuela	...	...	...	...	...	Amuay.
Venezuela (Dutch)	...	...	...	...	...	Aruba, Curacao Island.
Yugoslavia	...	...	...	...	...	Dubrovnik, Rijeka.

### III. WATER SUPPLY.

#### (1). Source of supply for (a) The Port.

The water for the port is supplied by the Sunderland and South Shields Water Company. The water is derived from deep wells sunk in the magnesium limestone rock and from the Burnhope Reservoir catchment area, approximately 45 miles to the West in the Durham hills.

#### (b). Shipping.

The water supplied to shipping is principally derived from deep wells and boreholes in the magnesium limestone.

As explained in the Foreword recommendations have been made which, it is hoped, will ensure a purer water supply to vessels.

Hosepipes used for supplying water to vessels are carried about in a barrow kept for that purpose, and the ends are covered by small canvas covers attached to the hoses by means of lanyards. Those vessels which are moored in the River are supplied from the Water Boat which is privately owned.

This boat is of a fairly modern type, constructed of steel, and carries the water on the skin (i.e., the hull being the tank).

This method of carrying water is more open to risk of contamination from outside sources as should any damage be done to the shell plating, the water in the boat would be contaminated by river water and sewage; this would be especially dangerous in the case of leaky rivets, contamination from which would probably take some time to discover.

The rubber boots worn by the men whilst cleansing the interior of the boat serve a useful purpose in preventing unnecessary contamination of the water.

The Water Boat from which vessels lying at buoys in the Docks were supplied has been laid up by the River Wear Commissioners, and all water supplied to vessels in the Docks Area is now direct from hydrant to vessel.

Samples taken during 1951, have been forwarded to the Public Health Service (directed by the Medical Research Council for the Ministry of Health), Government Buildings, Ponteland Road, Newcastle-upon-Tyne, 5.

The results of these samples are summarised in the following table:—

1951.

Source.	Plate Count. (a) At 37°C. (2 day's incubation).	Plate Count. (b) At 20-22°C. (3 day's incubation).	Presumptive Coliform Count; Probable number of Coliform Bacilli present.
Water Boat (Pump) "Olive Branch 2" 20/3/51. Sample No. 303 ... ...	—	—	3. per 100 ml. of water.
Main piped supply—Pump. Hydrant, Hendon Dock. 20/3/51. Sample No. 304 ... ...	—	—	0. per 100 ml. of water.
Water Hydrant No. 22—No. 3 North South Dock. 26/9/51. Sample No. 305 ... ...	—	—	0. per 100 ml. of water.
Water Boat (Pump) "Olive Branch 2" 26/9/51. Sample No. 306 ... ...	—	—	*17 per 100 ml. of water.
Water Boat (Pump) "Olive Branch 2" 9/10/51. Sample No. 307 ... ...	—	—	0. per 100 ml. of water.

Upon receipt of Bacteriologist's Report upon Sample of water submitted from Water Boat "Olive Branch 2," 26/9/51, orders were issued for the Water Tank to be cleansed. These instructions were carried out.

## IV. PORT HEALTH REGULATIONS, 1933 &amp; 1945.

## (1). Arrangements for dealing with Declarations of Health.

Before pratique is granted, the Master of a foreign-going vessel arriving from a foreign port must ascertain the state of health of all persons on board and sign a "Declaration of Health" in the prescribed form. When completed, the Declaration is handed to the Customs Officer or Officer of the Port Health Authority, whoever is the first to board the vessel. Officers of the Port Health Authority when boarding vessels from foreign before the Customs, give an "All Clear" Certificate, which is delivered to the Customs Officer who subsequently boards the vessel.

Arrangements have been made whereby signed Declarations of Health which have been tendered to Customs Officers, are collected as soon as possible from the Waterguard Offices by the Port Health Inspectors who check them when visiting the respective ships.

Declaration of Health forms are issued to Masters by Customs and Port Health Officers, also at the Custom House when outward bound vessels are clearing for foreign.

The number of Declarations of Health rendered to the Port Health Authority during 1951 was 160 compared with 181 for the preceding year, none of which reported infectious diseases on board on arrival. It should, however, be borne in mind that 29 Declarations of Health were rendered by Masters of vessels trading between the Elbe and Brest who normally would not have rendered such a Declaration.

## (2). Boarding of Vessels on arrival.

During the year under review, 58 vessels arriving direct from foreign ports were met immediately on arrival by officers of the Port Health Authority.

The majority of these vessels arrived from East Europe, the Levant, Africa, Asia or South America, and in most instances medical examination of all persons on board was carried out.

Vessels arriving from the nearer Continental ports which may have previously been in any of the areas mentioned above, were also met on arrival.

Vessels arriving solely from Norway, Denmark, Sweden, and the near Continental ports were visited as soon as practicable during the normal working hours.

53 vessels arrived and were boarded outside of normal working hours.

## (3). Notification to the Authority of Inward Vessels requiring special attention (wireless messages, land signal stations, information from Pilots, Customs Officers. etc.)

The provision of the Port Sanitary Regulations of 1933 relating to wireless messages apply to the Port of Sunderland:—

The Master of any foreign-going ship fitted with wireless transmitting apparatus, on approaching the Port of Sunderland from a foreign port, is accordingly required to send a wireless message to the Health Authority if any person on board has symptoms which may be indicative of infectious disease other than tuberculosis, or if there are any circumstances requiring the attention of the Port Medical Officer.

The Sunderland Port Health Authority have adopted "PORTELTH" as their telegraphic address.

Ships will be entitled to send to the Port Health Authority messages in the code laid down in the 1931 International Code of Signals.

The Radio Signals with which the Port Health Authority are concerned are given in Volume II.

If agents desire that the required messages should be sent through them, the Port Medical Officer of Health should be satisfied that arrangements can be made for prompt transmission of such messages to his office, his residence, or the residences of the Port Health Inspectors, as may be necessary, within the time limits prescribed by the Regulations.

**List of Approved Agents.**

Allan, Black & Co. (Albyn Line Ltd.)	...	...	...	...	Midland Bank Chambers, Sunderland.
Common Bros., Ltd. (Holme Line Ltd.)	...	...	...	...	10 Park Terrace, Sunderland.
France, Fenwick, Tyne and Wear Co. Ltd.	...	...	...	...	21 Bridge Street, Sunderland..
Irving, T. G. (Vice-Consulate for Norway)	...	...	...	...	Central Buildings, West Sunniside, Sunderland.
Jopling, Wm. & Co.	...	...	...	...	10 Park Terrace, Sunderland.
Laing, I. W.	...	...	...	...	34 West Sunniside, Sunderland.
Marshall, J. F. & Son (Netherlands Consulate)	...	...	...	...	48 West Sunniside, Sunderland.
Marshall, S. & Co.	...	...	...	...	22 John Street, Sunderland.
Rose, Thomas, & Co.	...	...	...	...	38 West Sunniside, Sunderland.
Trapp & Co.	...	...	...	...	29 West Sunniside, Sunderland.
Welch, C. J. & Co.	...	...	...	...	34 West Sunniside, Sunderland.
Wilkinson, Cuthbert & Co. Ltd.	...	...	...	...	39 West Sunniside, Sunderland.
Wright, S. C. & Co. (Vice-Consulate for Sweden, Vice-Consulate for Finland)	...	...	...	...	29 West Sunniside, Sunderland.

Notification of any sickness on board a vessel arriving in the port is also given by Pilots or H.M. Customs & Excise Officers; should this occur outside of normal working hours, such information is telephoned direct to the residences of the Port Medical Officers or Chief Port Health Inspector.

**(4). Mooring Stations designated under Article 10 : (a) within the docks, (b) outside the docks.**

In every district one or more mooring stations within the docks shall be established by the Port Health Authority with the concurrence of the Customs Officer and the Harbour Master, in such a situation as to enable a ship to be moored without coming into contact with other ships or with the shore.

The mooring stations established by this Authority with the concurrence of the Collector of Customs and the Dock and Harbour Master, are: (a) for dock-bound vessels, the South tier buoys, East side, South Dock; (b) for river-bound vessels, the Low tier buoys in the river.

**(5). Particulars of any standing exemptions from the provisions of Article 14.**

Where a ship (whether a foreign-going ship or not) arrives in a district from a foreign port, and it appears to the Customs Officer, from answers to questions in a Declaration of Health, or from answers to enquiries made by him, or otherwise—

- (a) that during the voyage (or where the voyage has lasted more than six weeks, during the last six weeks) there has been on the ship a death from illness suspected to be of an infectious nature or a case of such illness; or
- (b) that the ship has called at a port or seaboard included in the list referred to in Article II; or
- (c) that during the voyage (or, where the voyage has lasted more than six weeks, during the last six weeks) plague has occurred or been suspected amongst rats or mice on the ship, or sickness or death not attributable to poison or other measures for destruction has occurred amongst the rats or mice on the ship; he shall direct that the ship shall be taken to and detained at a mooring station unless the Medical Officer or other Officer of the Health Authority otherwise allows.

Arrangements have been made with the Collector of Customs for standing exemption from detention, under Article 14, in the following instances:—

- (a) Vessels arriving with minor infectious disease.
- (b) Vessels arriving from infected ports with clean Declaration of Health.
- (c) Vessels from infected ports with minor infectious disease on board.

Vessels under the above-mentioned headings are allowed to proceed to their normal place of mooring, loading or discharge under a modified form of pratique, the Port Medical Officer of Health notified of their arrival, and Article 16 put into operation.

(6). **Experinece of working Article 16.**

Where a ship arrives in a district from a foreign port, no person other than a Pilot, a Customs Officer, an Immigration Officer or a person acting in the execution of the Regulations shall, without the permission of the Medical Officer, or other authorised Officer of the Health Authority, board or leave the ship until it is free from control under these Regulations, and the Master shall take all steps necessary to secure compliance with the provision.

The terms of Article 16 were infringed by two persons who illegally boarded a vessel arriving direct from a Foreign Port.

Neither of the persons concerned had been previously guilty of an offence of this kind and, therefore, a verbal warning was given together with an intimation that any repetition would result in prosecution.

(7). **What, if any, arrangements have been made for:—**

(a). Premises and waiting rooms for medical examination.

At the premises of the Port Health Authority, situate at the Corporation Quay, a waiting room for the medical examination of seamen, has been incorporated.

(b). Cleansing and disinfection of ships, persons and clothing and other articles.

Disinfection of ships for the purpose of preventing the spread of infectious disease is carried out by the inspectorial staff. Persons, bedding, clothing and other articles are removed to the Borough Infectious Diseases Hospital for cleansing and disinfection, where ample facilities exist. Where necessary, bathing arrangements could be carried out at the above-mentioned premises.

(c). Premises for temporary accommodation of persons for whom such accommodation is required for the purpose of the Regulations.

Temporary accommodation of persons under the above-named heading is available at the Borough Infectious Diseases Hospital.

(d). Hospital accommodation available for plague, cholera, yellow fever, smallpox and other infectious diseases.

The accommodation available for plague, cholera, yellow fever, and other infectious diseases, with the exception of smallpox, is at the Borough Infectious Diseases Hospital. If there is a case of smallpox, contact will be made with the Medical Officers of the Regional Hospital Board, Newcastle-upon-Tyne, as regards disposal.

(e) **Ambulance Transport.**

Motor ambulances are available at any time during the day or night for the purpose of removing infectious cases to hospital.

(f). **Supervision of Contacts.**

Contacts are medically examined and kept under observation on board, and if allowed to leave the vessel, are supplied with pre-paid reply postcards (P.S.3) for the purpose of notifying any change of address within 14 days of disembarkation. The names and destinations given by persons allowed to leave under Article 16 are forwarded to the Medical Officer of Health of such districts.

(8 & 9). **Arrangements for the bacteriological or patholcgical examinations of rats for plague or for other bacteriological or pathological examinations.**

These examinations are carried out by the Public Health Laboratory Service, Public Health Laboratory, Government Buildings, Ponteland Road, Newcastle-upon-Tyne., 5.

(10). **Arrangements for the diagnosis and treatment of Venereal Disease among sailors under International arrangements.**

The Corporation Clinic for the diagnosis and treatment of venereal disease for the Ports of Sunderland and Seaham Harbour is at the Royal Infirmary, Sunderland. Enquiries are made as to the existence of venereal disease on vessels, the facilities for treatment are pointed out and printed cards, conveying information on the dangers of venereal diseases, together with the times of clinics, are distributed freely among seamen. Posters and handbills are also displayed at suitable positions in the Port area.

The number of seamen treated at the V.D. Clinic shows a slight decrease, and the perusal of the follow-up cards carried by these men, show that the majority are attending conscientiously at various ports of call for treatment and surveillance.

(11). **Arrangements for the Interment of Dead.**

Dead bodies brought into the Port by ship are examined on board by the Port Medical Officer of Health, and then ordered to be removed to the mortuary at the General Hospital, to await the necessary inquest. If cause of death is of a non-infectious nature, the onus of arranging for interment is upon the Master or Agent.

(12.) "S/S FERMAIN," arrived from Guernsey on the 18th September, 1951, having on board, in a sealed casket, the body of a member of the crew who was accidentally drowned at Guernsey on 9th September, 1951. The body was not examined as documentary evidence that the cause of death was drowning was deposited at the Coroner's Office, Sunderland, and such documents were later seen by the Deputy Port Medical Officer of Health.

(13) **Other matters, if any, requiring or receiving attention.**

None.

TABLE C..  
Cases of Infectious Sickness Landed from Vessels.

Disease.	No. of cases during 1951.		No. of Vessels concerned	Average for past 5 years
	Passengers	Crew		
Chicken Pox ...	—	1	1	.4
Continued Fever ...	—	—	—	—
Diphtheria ...	—	—	—	.2
Dysentery ...	—	—	—	—
Erysipelas ...	—	—	—	.2
Malaria ...	—	2	2	2.6
Measles ...	—	—	—	—
Mumps ...	—	—	—	—
Pneumonia ...	—	—	—	.2
Relapsing Fever ...	—	—	—	—
Scarlet Fever ...	—	—	—	—
Smallpox ...	—	—	—	—
Tuberculosis ...	—	1	1	.6
Typhoid Fever ...	—	—	—	2
Typhus Fever ...	—	—	—	—
Total ...	Nil	4	4	4.4

**Malaria Recurring.**

"MADURA," S/S. from Beira, Suez, Marseilles, London, Hull.

Arrived 24th January, 1951.

Ship's Surgeon notified that one seaman was suspected to be suffering from re-curring Malaria and was being treated on board.

**Malaria Recurring.**

"ZWAANTIENA," M/V. of Holland, from Hamburg—London—Tees.

Arrived 14th March, 1951.

Chief Officer Kemper Henderikus, aged 28 years, received medical attention on board.

**Chicken Pox.**

"SIR DAVID," S/S. of London, Boarded 2nd November, 1951, from London.

A.B., Henry Macfarlane, aged 24 years, of South Shields. Attended surgery of General Practitioner at South Shields, 1st November, 1951. Diagnosed as suffering from Chickenpox and given medical certificate to this effect. Patient reported in person on board of vessel 2nd November, 1951, Master immediately notified Port Health Authority. Patient removed from vessel by ambulance to his home. Quarters disinfected, bedding and affects forwarded for disinfection to I.D. Hospital, Sunderland.

**Pulmonary Tuberculosis.**

"MARS," S/S. from Mesane—Archangel—Haugesund.

Arrived 16th October, 1951.

Seaman Enare Fossli, aged 22 years, removed to General Hospital, 13th November, 1951, suffering from Pneumonia, Medical Officer in charge General Hospital notified this Authority 28th November, 1951, that patient was suffering from Pulmonary Tuberculosis.

**Death.**

"FIRELIGHT," S/S of London, from London,

Arrived 24th April, 1951.

A.B. William Brown, aged 52 years, of South Shields, sustained injuries as the result of a fall into hold of vessel. Removed to Royal Infirmary, 22nd April, 1951, where he later died.

**Death.**

"FERMAIN," S/S. of Guernsey, from Guernsey.

Arrived 18th September, 1951.

Body of A.B., Patrick McCormack, aged 35 years, of Scotland, brought into Port in a sealed casket on board of vessel. Deputy Port Medical Officer of Health inspected documents deposited at Coroner's Office and satisfied himself that cause of death was drowning at Guernsey, 9th September, 1951.

TABLE D.

Cases of Infectious Sickness occurring on Vessels during the Voyage  
but disposed of prior to arrival.

Disease.	No. of cases during 1951.		No. of Vessels concerned	Average for past 5 years
	Passengers	Crew		
Chicken Pox ...	—	—	—	.2
Continued Fever ...	—	—	—	—
Diphtheria ...	—	—	—	—
Dysentery ...	—	1	1	.2
Erysipelas ...	—	—	—	—
Malaria ...	—	1	1	3.4
Measles ...	—	—	—	.4
Mumps ...	—	—	—	—
Pneumonia ...	—	—	—	—
Relapsing Fever ...	—	—	—	—
Scarlet Fever ...	—	—	—	—
Small Pox ...	—	—	—	—
Tuberculosis ...	—	1	1	.2
Typhoid Fever ...	—	—	—	.2
Typhus Fever ...	—	—	—	—
Total ...	Nil.	3	3	4.6

**Tuberculosis.**

“BURNHOPE,” S/S. from Reggio—La Goulette—Tees.

Arrived 7th March, 1951.

Chief Steward J. James, aged 48 years, paid off at Rotterdam, proceeded home for treatment.

**Malaria.**

“KENILWORTH CASTLE,” M/V. from Dar-es-Salaam—Mombasa—Aden—Suez—London.

Arrived 16th May, 1951.

A.B., T. Gillespie, aged 23 years, removed to Hospital, Mombasa.

**Dysentery.**

“MOLDAVIA,” S/S. from Bona—Workington.

Arrived 24th October, 1951.

Mess Boy, S. Halberg, aged 19 years, removed to Hospital Workington, 12th October, 1951.

**Death.**

“BURNHOPE,” S/S. from La Goulette—Tees.

Arrived 28th April, 1951.

Chief Steward, G. Wilson, aged 47 years, removed to Hospital Reggio, 9th April, 1951, suffering from the effects of corrosive poison, died 11th April, 1951.

**Death.**

“KENILWORTH CASTLE,” M/V. from Dar-es-Salam—Mombasa—London.

Arrived 16th May, 1951.

A.B., A. Dasher, aged 34 years, accidentally drowned at Mombasa.

**Death.**

“CORNISH CITY,” M/V. from Freemantle—Bremen.

Arrived 1st November, 1951.

Master reported that Bosun, Arthur Dunker Samuel, aged 49 years, died as result of injuries received by accident 24th November, 1950. Body landed at Antwerp, 26th November, 1950.

**Death.**

“DOLBELLA,” M/V. of London, from Singapore—Aden—Rotterdam.

Arrived 6th December, 1951.

Master reported that Fireman Greaser, Muscat Couler, aged 63 years, was removed to Hospital Colombo suffering from abdominal pains. Patient later died.

## Details of Sickness or Casualty Reported on Arrival or as occurring During the Voyage.

Vessels arriving Direct from Foreign.	Removed to or attended Hospital.	Treated by General Practitioner	Treated on Board	Attended Dental Surgeon	Total
Accidental Injuries ... ... ...	8 1 Accident Transferred to Weather Ship 1 Accidental Death	6			16
Tuberculosis ... ... ...	1				1
V.D. ... ... ...	16		1		17
Abdominal Pains ... ... ...	1 Death	5			6
Appendicitis ... ... ...	5				5
Asthma (Tropical) ... ... ...	1				1
Aural discharge ... ... ...		4			4
Balenitis ... ... ...	1				1
Cardiac Infection ... ... ...		1			1
Catarrh ... ... ...		1			1
Chill ... ... ...			1		1
Dementia ... ... ...	1				1
Dental Treatment ... ... ...				11	11
Diarrhoea ... ... ...	1				1
Duodenal Ulcer ... ... ...	2				2
Eczema ... ... ...		1			1
Epigastric Pain ... ... ...		1			1
Hæmorrhoids ... ... ...		1			1
Hernia ... ... ...	2				2
Hydrocele ... ... ...	1				1
Indigestion ... ... ...		1			1
Influenza ... ... ...		1			1
Jaundice ... ... ...	1				1
Lumbago ... ... ...		2	1		3
Nasal Abscess ... ... ...		1			1
Nervous Debility ... ... ...	1				1
Orchitis ... ... ...	1				1
Pneumonia ... ... ...	1				1
Rheumatism ... ... ...	1				1
Scabies ... ... ...	1				1
Sepsis ... ... ...	1				1
Sore Throat ... ... ...		1			1
Thoracic Pains ... ... ...	1				1
Tonsillitis ... ... ...		1			1
Vomiting & Temperature ... ...		1			1
<b>Totals</b> ... ... ...	<b>50</b>	<b>28</b>	<b>3</b>	<b>11</b>	<b>92</b>

## Details of Sickness or Casualty Reported on Arrival or as occurring During the Voyage.

Vessels arriving Coastwise.	Removed to or attended Hospital.	Treated by General Practitioner	Treated on Board	Attended Dental Surgeon	Total
Accidental Injuries	6 2 Accidental Deaths 2 Deaths by Drowning	5			15
Chicken Pox	1				1
Dysentery	1				1
Malaria	1	1	1		3
Tuberculosis	1				1
V.D.	8				8
Abdominal Pains		1			1
Appendicitis	5				5
Aural Trouble		1			1
Chronic Cough	1				1
Conjunctivitis	1				1
Dental Treatment				1	1
Epilepsy	1				1
General Debility	1				1
Head Pains		1			1
Hernia		1			1
Indigestion		1			1
Influenza		1			1
Nephritis	1				1
Pleurisy	1				1
Rheumatism		2			2
Scabies		1			1
Sepsis	1	3			4
Thoracic Pains	1				1
<b>Totals</b>	<b>35</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>55</b>

## VENEREAL DISEASES.

Total No. of Seamen treated at V.D. Clinics, Royal Infirmary and Port Health Authority Offices.  
during the year 1951.

British		Total	Foreign		Total
Syphilis	...	10	Syphilis	...	9
Soft Chancre	...	2	Soft Chancre	...	—
Syphilis and Gonorrhœa	...	—	Syphilis and Gonorrhœa	...	—
Gonorrhœa	...	31	Gonorrhœa	...	23
Urethritis	...	60	Urethritis	...	4
Non Venereal Disease	...	12	Non Venereal Disease	...	30
		115			66

In the previous Year, the total numbers of Seamen treated were :—

British   ...   ...   ...   ...   162  
Foreign   ...   ...   ...   ...   56

This signifies a slight decrease in the number of seamen requiring treatment for V.D. at the Port.

## PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

It was not found necessary to take any action under the above Regulations.

## DANGEROUS DRUGS.

(S.R. and O., 1937, No. 560/13 (3) ).

Date	Name of Vessel.	Drugs required.	Action taken.
27/1/51	M/V "India"	8 (Eight) First Aid outfits for Lifeboats (M.O.T.) each containing six tubunic ampoules of "Omnopon")	Application granted.
11/6/51	M/V "Timor"	8 (Eight) first aid outfits for Lifeboats (each containing six tubunic ampoules of "Omnopon").	Application granted.
14/6/51	M/V "Callisto"	2 (Two) First aid outfits for Lifeboats (each containing six tubunic ampoules of "Omnopon.")	Application granted

## Dangerous Drugs (continued).

Date	Name of Vessel.	Drugs required.	Action taken.
29/6/51	M/V "Tatry"	<p>4 (Four) First aid outfits for Lifeboats (each containing six tubunic ampoules of "Omnopon.")</p> <p>FOR B.O.T. MEDICAL SCALE 2.</p> <p>1 oz. No. 1 Eye Drops.</p> <p>4 ozs. Laudanum.</p> <p>4x1 oz. Pulvules Sulphanilamide.</p> <p>18 x 60 Tabs. Sulphathiazole.</p> <p>1 Box of 6 Tubunic Ampoules "Omnopon"</p> <p>12 x <math>\frac{1}{4}</math> gr. Tabs. Morphis.</p> <p>50 x Tabs. Digitalis gr. 1.</p>	Application granted.
22/8/51	M/V 'Beaumont'	3 (Three) First aid outfits for Lifeboats (each containing six tubunic ampoules of "Omnopon.")	Application granted.
22/8/51	M/V "Hoegh Eagle"	<p>(1) 12 Tubunic ampoules, Syringes of Morphine Hydrochloride each delivering 11/40 gr. Morphine.</p> <p>(2) 40 Tab. Morphine Hyd. gr. <math>\frac{1}{4}</math>.</p> <p>(3) 100 Tab. Opii gr. <math>\frac{3}{4}</math>.</p> <p>(4) quantities according to Norwegian Ro/ de Kone Gruppe 2. Copy enclosed 4 Norwegian Type First aid kits for Lifeboats, each containing 2 boxes (6) Tubunic Ampoules Syringes of Omnopon each tubunic ampoule delivering 11/40 gr. Morphine.</p>	Application granted.
6/11/51	S/S "Tayo"	2 Fluid ozs. Tincture of Opium for Medicine Chest.	Application granted.
14/12/51	M/V "Rondefjell"	<p>(1) 12 x Tubunic Morphine Ampoules, each ampoule delivering <math>\frac{1}{4}</math> gr. Morphine.</p> <p>(2) 40 x Tablets of Morphine Hydrochloride, <math>\frac{1}{4}</math> gr.</p> <p>(3) 100 x Tablets of Opium, <math>\frac{3}{4}</math> gr.</p> <p>(4) 4 only First Aid Outfits for Lifeboats in accordance with the requirements of Norwegian Sea Control, each outfit containing 12 x Tubunic Morphine Ampoules each ampoule delivering <math>\frac{1}{4}</math> gr. Morphine.</p> <p>for use on board the above-named Vessel</p>	First issue, quantities in accordance with Norwegian Ro/ de Kors, Gruppe 2.
			Application granted.

## V. MEASURES AGAINST RODENTS.

639 Vessels have been searched for rats and/or their Deratination Certificates examined during the past year, compared with 633 for the corresponding period of 1950. Rat destruction was carried out on board of 19 vessels as compared with 20 vessels in 1950, resulting in the destruction of 110 Rats, compared with 197 Rats and 57 Mice for the preceding year.

1,099 Rats were destroyed, principally by trapping, at warehouses and wharves on the River and Docks, compared with 1,125 for 1950, making a total of 1,209 for 1951, as compared with 1,322 for the previous year.

The destruction of 145 Mice on shore premises is also recorded.

In addition 3,212 poison baits, compared with 5,160 for the preceding year, were laid at various points where trapping was considered inadvisable, the result of which cannot be properly estimated.

Four Rats have been submitted for Bacteriological Examination during the past year.

The total number of visits paid to vessels was 1,613 and to shore premises, 974, during 1951, for the purpose of rats destruction, as compared with 1,507 visits to vessels and 1,071 visits to shore premises during 1950.

### (1). Steps taken for the detection of Rodent Plague.

(a). In ships in the port. On all vessels, whether in possession of a valid certificate or not, enquiries are made as to the prevalence and mortality of rats on board, and systematic inspection is carried out by the Authority's Rodent Operator on all vessels arriving directly or otherwise from infected ports; also on vessels engaged in carrying grain and general cargo. If there is the slightest evidence of rats on board, traps are set or poison baits laid.

Specimen rats recovered from these vessels are submitted for bacteriological examination. In addition, there is an understanding with the stevedores to report any dead rats found during discharge of cargo.

(b). Similar measures are adopted when dealing with quays, wharves, warehouses, etc., in the vicinity of the port.

### (2). Measures taken to prevent the passage of rats between Ships and Shore.

All vessels from infected or suspected ports and all vessels carrying grain cargoes are required to place efficient rat guards on all mooring ropes. Where the supply of rat guards is insufficient, the mooring ropes are to be covered daily with fresh tar for a distance of three feet from the edge of the quay outwards.

Gangways used for the purpose of discharging cargo to be withdrawn when the vessel is not working.

### (3). Methods of Deratination.

#### (a). Ships.

1. Fumigation by Sulphur Dioxide gas, which is generated by burning sulphur, 3 lbs. of sulphur to each 1,000 cubic feet of space, minimum time of exposure, 8 hours.

2. Hydrogen Cyanide, which is generated by the vaporisation of liquid Hydrogen Cyanide; 2 ozs. per 1,000 cubic feet for cargo spaces and storerooms; 1 oz. per 1,000 cubic feet for living quarters and other places not used for stores or cargo. Minimum time of exposure, 2 hours.

3. Trapping and laying of poison baits.

#### (b). Premises in the vicinity of Docks or Quays.

Trapping and the laying of poison baits are the only methods used.

### (4). Measures taken for the detection of rat prevalence in Ships and on Shore.

Enquiries are made on all vessels from members of the crew, stevedores and workmen, and where necessary, a systematic search for excreta, nests, gnawings, runs, or damage to cargo or stores is made by the Authority's Rodent Operator under the supervision of an Inspector.

(5). Rat-proofing.

(a). To what extent are Docks, Wharves, Warehouses, etc., rat-proof ?

The rat proofing of docks and wharves still presents a difficult problem, the old wooden wharves and quays still offer considerable harbourage to rats. With regard to the stacking of timber and pit-props, the importers have been asked to raise the bases of the stacks, but this has been done only in a few instances.

The number of poison baits laid by the Authority's Rodent Operator at the timber yards totalled, 1,062, of these 457 were definitely taken. The number of dead rats recovered from these premises as the result of trapping and poisoning, etc., totalled 182, viz.: 7 Black Rats, and 175 Brown.

(b). Action taken to extend rat-proofing.

1. In ships. When vessels are examined for the purpose of issuing Deratination and Deratination "Exemption" Certificates, any harbourages, runs, knawings, defective bulkheads giving access to stores, etc., are brought to the notice of the Master or Owner and practical suggestions made for remedying same.

2. On shore. A good look-out is kept on all wharves and warehouses for defects and accumulations likely to cause harbourage for rats, and when found, the matter is taken up with the owner or tenant, and instructions given to remedy the defects and remove accumulations.

Rat-proofing at the principal warehouses on the docks and river has been maintained in a satisfactory condition.

### Rats Destroyed during 1951.

TABLE E.

(1). On Vessels.

36  
TABLE F.

(2). In Docks, Quays, Wharves and Warehouses.

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total for Year
Black...	3	1	2	—	—	—	—	1	2	5	8	2	24
Brown ..	38	52	60	85	64	97	89	107	85	139	134	125	1,075
Mice ...	5	—	—	60	7	—	—	—	—	15	25	33	145
Species not recorded...	—	—	—	—	—	—	—	—	—	—	—	—	—
Examined ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Infected with Plague ...	—	—	—	—	—	—	—	—	—	—	—	—	—

TABLE G.

Measures of Rat Destruction on Plague "infected" or "suspected" Vessels, or Vessels from plague-infected Ports arriving in the Port during the year.

Total Number of such Vessels arriving	Number of such Vessels fumigated by SO <sub>2</sub>	Number of Rats killed	Number of such Vessels fumigated by H.C.N.	Number of Rats killed	Number of such Vessels on which trapping, poisoning, etc., were carried out	Number of Rats killed	Number of such Vessels on which measures of Rat destruction were not carried out
1	2	3	4	5	6	7	8
1	Nil	Nil	Nil	Nil	Nil	Nil	1

TABLE H. \*

Deratation Certificates and Deratation "Exemption" Certificates issued during the year 1951.

Net Tonnage	No of Ships	No. of Deratation Certificates Issued						No. of Deratation Exemption Certificates Issued	Total Certificates Issued		
		After fumigation with			After trapping, poisoning, etc.	Total					
		H.C.N.	Sulphur	H.C.N. and Sulphur							
1	2	3	4	5	6	7	8	9			
Ships up to 300 tons ...	12	Nil	Nil	Nil	Nil	Nil	12	12	12		
„ from 301 to 1,000 tons	22	Nil	Nil	Nil	Nil	Nil	22	22	22		
„ „ 1,001 to 3,000 tons	16	1	Nil	Nil	Nil	1	15	15	16		
„ „ 3,001 to 10,000 tons	33	5	Nil	Nil	Nil	5	28	28	33		
„ over 10,000 ...	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil		
TOTALS ...	83	6	Nil	Nil	Nil	6	77	77	83		

\* Applicable only to those ports approved by the Ministry of Health for the issue of Deratation Certificates and Deratation "Exemption" Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926 (Form Port II). These figures include one Deratation "Exemption" Certificate issued with respect to a vessel lying at the Port of Seaham Harbour.

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INSPECTOR'S MONTHLY REPORT.

Date of Report 1951	Description of Ships			Nationality		Trade Engaged in		Total Ships Exmd.	Sanitary Condition		Written Notice Served	Verbal Notices	Total Written and Verbal Notices
	Steam	Motor	Sail	British	Foreign	Coast	Foreign		Good	Bad			
19th Jan.	57	37	0	80	14	72	22	94	89	5	Nil	5	5
16th Feb.	122	69	0	168	23	154	37	191	181	10	Nil	10	10
16th Mar.	136	66	0	170	32	160	42	202	193	9	Nil	9	9
13th April	83	51	0	114	19	107	26	134	127	7	Nil	7	7
18th May	127	53	0	151	29	130	50	180	168	12	1	11	12
15th June	100	54	0	126	28	121	33	154	144	10	Nil	10	10
20th July	112	46	0	118	38	104	52	158	148	10	Nil	10	10
17th Aug.	75	35	0	94	15	77	32	110	105	5	Nil	5	5
15th Sept.	100	55	0	135	19	119	35	155	148	7	Nil	7	7
19th Oct.	145	65	0	165	32	143	54	210	200	10	Nil	10	10
16th Nov.	110	64	0	149	25	129	45	174	166	8	Nil	8	8
14th Dec.	93	61	0	130	24	115	39	154	149	5	Nil	5	5
31st Dec.	58	33	0	75	16	67	24	91	87	4	1	3	4
Totals in 1951	1,318	689	0	1,675	314	1,498	591	2,007	1,905	102	2	100	102
Totals in 1950	1,420	691	0	1,738	325	1,563	500	2,111	1,987	124	3	121	124

F. Denotes Fishing Vessels.

VI. HYGIENE OF CREW'S SPACES.

TABLE J.  
Classification of Nuisances.

Nationality of Vessels.	Number inspected during 1951.	Defects of original construction	Structural defects through wear and tear.	Dirt, Vermin and other conditions prejudicial to health
BRITISH ... ...	1,688	19	287	245
OTHER NATIONS ...	319	1	10	42

The above table is a classification of the nuisances and defects found to exist on board the 2,007 vessels inspected during the past year.

Of this number, 102 or 5.08% were found to have one or more nuisances or sanitary defects, composed for the most part of dirty or verminous quarters, foul W.C.'s, bilges, peak and ballast tanks, defective port lights, defective stoves and fittings, leaky decks, defective W.C.'s., doors, etc.

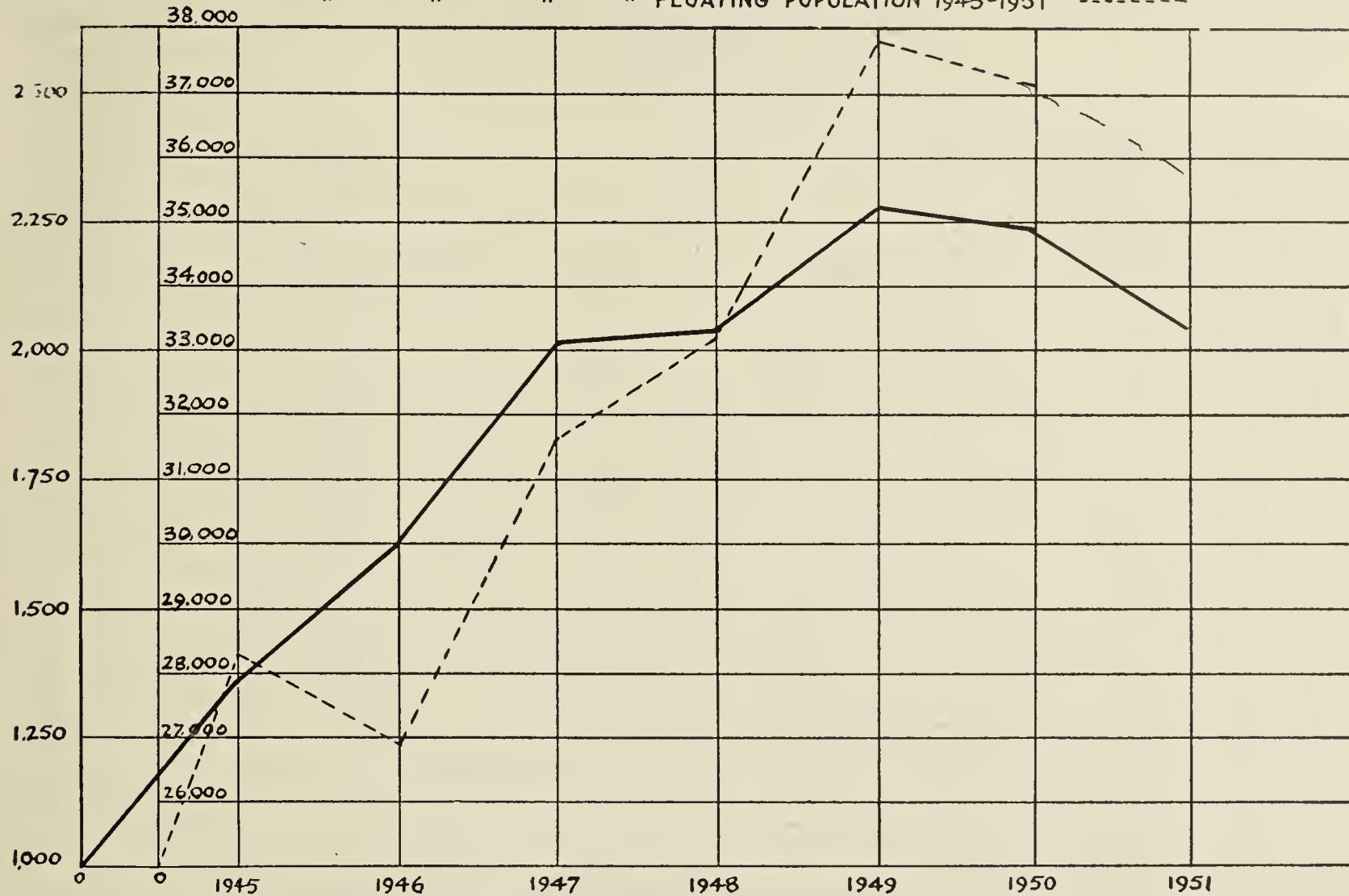
The percentage of British and Foreign owned vessels regarded as insanitary was as follows:—British, 4.5%; Foreign owned, 8.1%.

With the exception of 8 vessels which left the port before the necessary work was completed or only partially completed, and 3 undergoing refit, all the nuisances and defects were remedied. In the 2,007 vessels inspected, there were 35,281 men living, being an average of 17.5 men per vessel.

#### British and Foreign Owned Vessels Insanitary.

Nationality.							Total Number of Vessels	Number Insanitary
British	...	...	...	...	...	...	1,688	76
Costa Rican	...	...	...	...	...	...	2	Nil.
Hondurasian	...	...	...	...	...	...	1	1
Union of South African	...	...	...	...	...	...	1	1
Belgian	...	...	...	...	...	...	1	1
Danish	...	...	...	...	...	...	20	Nil.
Dutch	...	...	...	...	...	...	99	2
Finnish	...	...	...	...	...	...	22	2
French	...	...	...	...	...	...	15	2
German	...	...	...	...	...	...	29	Nil.
Greek	...	...	...	...	...	...	3	2
Israelean	...	...	...	...	...	...	2	Nil.
Italian	...	...	...	...	...	...	1	Nil.
Norwegian	...	...	...	...	...	...	56	6
Panamanian	...	...	...	...	...	...	8	2
Polish	...	...	...	...	...	...	4	Nil.
Portuguese	...	...	...	...	...	...	1	Nil.
Spanish	...	...	...	...	...	...	3	2
Swedish	...	...	...	...	...	...	48	3
Turkish	...	...	...	...	...	...	2	2
Yugo Slavian	...	...	...	...	...	...	1	Nil.
TOTAL ...							2,007	102

GRAPH SHOWING NUMBER OF VESSELS INSPECTED 1945-1951  
 " " " " FLEET POPULATION 1945-1951



Nuisances and Defects dealt with.

Nature of Nuisances or Defects.	No. of Vessels concerned.
Accommodation, additional	1
Accommodation, Crews', excessive heat, recommend provision of ventilation	1
Accommodation, Tank Top leaking in to	1
Accommodation, to cleanse and paint	44
Accommodation, to reconstruct	3
Accommodation, Verminous	21
Accumulation of refuse on Deck	24
Accumulation of Water on Deck of accommodation	5
After Peak Tank, to cleanse	2
Alleyways, Decks to renew	1
Alleyways, to cleanse and Paint	15
Bakery, Verminous	1
Ballast Tanks, to cleanse	10
Bathroom, additional to provide	2
Bathroom, Deck to retile	4
Bathroom, Grating to provide	1
Bathroom, piped water supply to provide	2

### Nuisances and Defects dealt with.

### **Nuisances and Defects dealt with.**



Nature of Nuisances and Defects.								No. of Vessels concerned.
Washrooms, Steam Pipes, to renew or repair ...	...	...	...	...	...	...	...	1
Washrooms, to cleanse or repaint ...	...	...	...	...	...	...	...	3
Washroom Waste Pipes, to clear ...	...	...	...	...	...	...	...	4
Waste Pipes, leaking into accommodation, to repair or renew ...	...	...	...	...	...	...	...	1
Waste Pipes, to provide to existing washbasins ...	...	...	...	...	...	...	...	2
Water Supply Pipe, from Sanitary Tank, leaking ...	...	...	...	...	...	...	...	1
W.C.'s., additional to provide ...	...	...	...	...	...	...	...	2
W.C.'s., accumulation of foul water ...	...	...	...	...	...	...	...	3
W.C. Basin, to renew ...	...	...	...	...	...	...	...	6
W.C.'s. Choked, to cleanse and clear ...	...	...	...	...	...	...	...	7
W.C. Cistern, to repair or renew ...	...	...	...	...	...	...	...	5
W.C.'s., Deckhead, leaking ...	...	...	...	...	...	...	...	2
W.C.'s., Doors, to repair or renew ...	...	...	...	...	...	...	...	5
W.C.'s., to cleanse or repaint ...	...	...	...	...	...	...	...	8
W.C.'s., Flush Pipes, to overhaul, repair or renew ...	...	...	...	...	...	...	...	22
W.C.'s., Hopper Type, to remove and provide with pedestal Wash Down Basins ...	...	...	...	...	...	...	...	1
W.C.'s., Portlights, to repair or renew ...	...	...	...	...	...	...	...	1
W.C., Seats, to repair, renew and refix ...	...	...	...	...	...	...	...	13
W.C.'s., Soil Pipes, choked, to clear, cleanse or repair ...	...	...	...	...	...	...	...	9
W.C., Skylights, to repair or renew ...	...	...	...	...	...	...	...	3
W.C. Steps to repair or renew ...	...	...	...	...	...	...	...	2
W.C.'s., Valves, to repair or renew ...	...	...	...	...	...	...	...	15
W.C.'s. Water Supply, insufficient ...	...	...	...	...	...	...	...	1

The number of vessels constructed in the port during the year has been maintained at a high level and it is pleasing to record that the majority of these ships are of a high-class shelter deck type of cargo vessel with a carrying capacity of 3,000 to 10,000 tons. The crew's quarters are situated in the after end of the shelter deck and are divided into two and in a small number of cases, three-berth cabins which are fitted with metal bedsteads (the uprights of same being sealed at each end, which makes them vermin-proof), and wardrobes for clean clothing. Other provisions are separate messrooms fitted with adequate food lockers, washrooms containing showers and lavatory basins with efficient drainage, and in most cases, a hot and cold water service, lockers for dirty clothing are constructed in the alleyways. Earthenware W.C. basins with anti-V.D. seats and ample flushing arrangements are provided in steel houses on deck which are adequately lighted and ventilated.

The majority of these vessels were provided with central heating for both officers and men, and in many instances drying rooms were provided for the use of the crew.

In the smaller type of new vessel, principally engaged in the home trade, it is gratifying to note a considerable improvement.

Considering the amount of available space on this class of ship, it has still been possible to provide separate messrooms, washrooms, improved sanitary accommodation and living quarters which are so constructed as to keep down infestation.

## VII. FOOD INSPECTION.

The Public Health (Imported Foods) Regulations, 1937—1948.

The Public Health (Imported Milk) Regulations, 1926.

The Public Health (Preservatives, etc., in Food) Regulations, 1925—1948.

In accordance with the powers contained in these Regulations relating to the inspection of foods arriving from foreign and home ports, the provisions have been carried out in so far as they concern the Public Health (Imported Food) Regulations, 1937—1948. With regard to the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1948, it has not been found necessary to take any action. Samples are regularly taken by the Examining Officer of Customs in compliance with the above-named Regulations.

38 vessels have arrived at the port which were visited for the purpose of inspecting consignments of foodstuffs :—

During the year samples of various foodstuffs were taken and forwarded to the Public Analyst and the Public Health Laboratory, Newcastle-upon-Tyne.

A detailed account of such samples and the findings of the Public Analyst and Bacteriologist is given as under :—

Nature of Sample.	Analyst's Report.
Date: 19/1/51.	
Sample No. 1/51.	
1 Tin Fish Pudding, Produce of Norway. Can Mark:—Packed by A/S Trondhjem Preserving Co., Trondheim, Norway. Ex. M/V "SOLSTEN." (Ship's Provisions).	I am of opinion that the same is a sample of genuine fish pudding. This sample of fish pudding is free from lead, copper and arsenic, and non-permitted dyes. A sample of the fish pudding cut from the surface in contact with the tin was examined for tin and found to contain 0.5 grain per lb. The Report of the Local Government Board, No. 7, 1908 suggested that a proportion of tin in canned foods equal to or exceeding 2 grains per pound may possibly be dangerous to health.
Date: 19/1/51.	
Sample No. 2/51.	
1 Tin Fish Pudding, Produce of Norway. Can Mark:—Packed by A/S Trondhjem Preserving Co., Trondheim, Norway.	
While carrying out an inspection of the vessel it was noticed that many of the tins comprising Ship's Provisions which were stored in the Provision Storeroom in the Centre Castle were rusted and "blown."	
The attention of the Master was drawn to this fact and he and the Chief Steward requested that these tins be examined.	
Upon examination 192 tins of Meat Balls—Fish Cakes—Fish Puddings were found to be unfit for human consumption. The Master agreed to dispose of these by dumping at sea.	
Two of the best obtainable tins were forwarded for Bacteriological Examination and Analysis.	
Ex. M/V "SOLSTEN." (Ship's Provisions).	
	Bacteriologist's Report.
	The contents of this particular tin were found to be sterile and fit for human consumption. It would be advisable to send one of the "sprung" tins for examination.

## Nature of Sample.

## Analyst's Report.

Date: 15/6/51.

Sample No. 3/51.

Fondant Cream, Produce of Holland, approximately 8 ozs.

Case Mark:—H.M.T./H.E.—2.

Ex. M/V "IBERIAN COAST," from Rotterdam—Tyne.

I am of opinion that the same is a sample of genuine chocolate fondant. This sample is free from poisonous metals, arsenic, preservatives, and non-permitted dyes. This sample was also examined for extraneous matter, rodent and other hairs and it was found to be satisfactory.

Date: 2/7/51.

Sample No. 4/51.

Dutch Toffee Butter:—Produce of Holland, approximately 2 $\frac{1}{4}$  ozs.

Drum Mark:—M.P.

Ex. M/V "FRISIAN COAST," from Rotterdam—Tyne.

I am of opinion that the same is a sample of genuine hardened fat. This sample is free from poisonous metals, arsenic, preservatives, non-permitted dyes, it is pure and wholesome and fit for human consumption.

Date 2/7/51.

Sample No. 5/51.

Dutch Sweetened Fat:—Produce of Holland, approximately 4 $\frac{1}{2}$  ozs.

Case Mark:—H.M.T.—L.

Ex. M/V "FRISIAN COAST," from Rotterdam—Tyne.

I am of opinion that the same is a sample of genuine sweetened fat. This sample is free from poisonous metals, arsenic, preservative, non-permitted dyes, it is pure and wholesome and fit for human consumption.

Date 2/7/51.

Sample No. 6/51.

Cream Filled Wafers:—Produce of Holland, approximately 7 $\frac{1}{2}$  ozs.

Case Mark:—None.

Ex. M/V "FRISIAN COAST," from Rotterdam—Tyne.

I am of opinion that the same is a sample of genuine filled wafers. This sample is free from poisonous metals, arsenic, preservative, non-permitted dyes, it is pure and wholesome and fit for human consumption.

Date 13/11/51.

Sample No. 7/51.

3 Dutch Pears (wrapped):—Produce of Holland.

Quantity:—Approximately 13 ozs.

Box Mark:—No. 4 C. Grade V. Geulle B/C.

Mark on Wrapper:—N. J. Mulder N.V. Rotterdam, Holland.

Ex. M/V "FRISIAN COAST," from Rotterdam—Tyne.

I am of opinion that same are samples of genuine Pears.

Lead, ..... None,

Copper ..... None.

Arsenic ..... None.

These Pears are free from metallic contamination.

## SHIP'S PROVISIONS DEALT WITH DURING 1951.

Returned to Commodity Officers.	To be Re-conditioned. Provisions			Utilized for Animal Feeding Purposes.			Sold (Salvaged).	Destroyed.
Tons cwts. qrs. lbs.	Tons cwts. qrs. lbs.	Tons cwts. qrs. lbs.	Tons cwts. qrs. lbs.	Tons cwts. qrs. lbs.	Tons cwts. qrs. lbs.	Tons cwts. qrs. lbs.	Tons cwts. qrs. lbs.	Tons cwts. qrs. lbs.
3 0 1 14				Apples (dried)		20		
				Apricots		1 25		
				Barley	1	3 5		
				Beans	1	2 4		
				Biscuits (Ship's)	3	3 14		
				Calavances		20		
				Corn Flakes		8½		
				Currants	2	16		
				Egg Substitute		3		
				Flour	3	1 0		
				Ham				
				Meat (fresh)			2 24	15
	3 1 2½			Milk (tinned)	1	0 0		
				Oatmeal		14		
				Peaches (dried)		23		
				Peas	1	2 11		
				Peas (split)		3 8		
				Pepper				8
				Pickles				1 0
				Pork				3 16
				Potatoes	1	2 12		
				Prunes		8		
				Raisins		2 7		
	16 3 18			Rolled Oats	1	2 22		
				Sago		20		
				Sausages (tinned)				5½
				Semolina		10		
				Spaghetti	1	0 9		
				Sugar				
				Sultanas		25		
				Tapioca	2	0		
				Turnips (tinned)				2
				Vegetables (dried)	2	24		
				Vegetables (tinned)		24		
				Vermicelli		10		
15				Wheatflakes	1	1 0	1 22	
				Wholemeal Flour				
				Yeast (dried)		1 12		
3 0 2 1	1 0 0	20½			1 4 1	18½	1 0 18	1 1 18½

Grand Total of Stores Dealt with: 5 Tons. 7 Cwts. 2 Qrs. 20 lbs.

## LANDINGS AT FISH QUAY.

705 Landings were made by Local Craft:—	Approximately 1,745 Stones White Fish. Approximately 6,782 Stones Shell Fish.
One Swedish Vessel Landed:—	Approximately 1,932 Stones White Fish.
Two Herring Drifters Landed:—	Approximately 56 Stones Herring.
<hr/> <b>TOTAL:—10,515 Stones.</b> <hr/>	

In addition a quantity of Overland Fish, including Shell Fish, was deposited for sale on the Market during the Year; no figures have been supplied to this Authority with respect to this Fish.

## The Public Health (Shell Fish) Regulations, 1934—1948.

The Regulations refer to the gathering and selling for human consumption of shell fish which may be infected.

There are no layings, private or public, within the jurisdiction of this Authority. Indiscriminate gathering of shell fish from quay walls, piers, and rocks still continues, presumably for the purpose of bait. There is no control over the gatherers, and possibly some of the shell fish is consumed. When it is realised that the river contains the effluent of crude untreated sewerage, it must be obvious that such shell fish is polluted and dangerous for human consumption.





